

AMERICAN TRUCKING ASSOCIATIONS



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September 22, 1995

Federal Communications Commission
Docket Section
1919 M Street, N.W., Room 222
Washington, DC 20554

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Attn: Docket Clerk

FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF SECRETARY

RE: WT Docket No. 92-257

Enclosed please find one (1) duly-signed original and nine (9) copies of the comments of the American Trucking Associations in the above captioned proceedings.

Please date stamp the File Copy of these comments and return it with the messenger to the undersigned.

Sincerely,

Kenneth E. Siegel

Enclosures (10)

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Before the
Federal Communications Commission
Washington, D.C. 20554

SEP 22 1995

FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF SECRETARY

In the Matter of

Amendment of the
Commission's Rules Concerning
Maritime Communications

WT Docket # 257

DOCKET FILE COPY ORIGINAL

To: The Commission

COMMENTS OF
THE AMERICAN TRUCKING ASSOCIATIONS, INC.

The American Trucking Associations, Inc. (ATA), by its counsel and pursuant to Section 1.415 of the Commission's rules, submits these comments in response to the Proposed Rule and Further Notice of Proposed Rule Making, FCC 95-177, released May 25, 1995.

INTEREST OF ATA IN THIS PROCEEDING

ATA is the national trade association of the trucking industry. The ATA, through its direct membership of approximately 4,500 individual trucking companies and its 51 affiliated state trucking associations represents more than 35,000 member carriers. Most of these trucking companies operate extensive, private, two-way radio systems that are licensed by the Commission in the Motor Carrier Radio Service. Many of ATA's member carriers conduct operations in port or coastal areas or are involved in intermodal transportation, geographic areas and business that will be most directly and adversely affected by the Commission's proposal.

ATA has served as the frequency coordinator for the Motor Carrier Radio Service since March 1956. For nearly 40 years, ATA has insured the orderly implementation of the Commission's licensing policies and regulations.

The trucking industry is the lifeblood of commerce in the United States, accounting for some 5.9% of the Gross Domestic Product. Trucks annually haul over 5.1 billion tons of freight. The statement "if you got it, a truck brought it" is more than just a catchy slogan, it is a statement of fact. There are approximately 323,000 for-hire trucking firms in the United States, including over 59,000 interstate carriers. Together these firms operate over 16 million commercial vehicles. The coordination and control of this distribution system, as well as the safety of the cargo carried and the personnel operating these vehicles, depends upon private dispatch systems licensed in the Motor Carrier Radio Service.

COMMENTS

ATA's comments herein will be limited to only the issue raised in the proposed rulemaking section I. of the Further Notice - the sharing of Private land mobile frequencies with the maritime industry.

INTRODUCTION

In part I. Maritime Mobile Sharing of Private Land Mobile Frequencies, the FCC proposes to let public coast stations and ships at sea operate on co-channel VHF frequencies from the Motor Carrier Radio Service. According to FCC, this proposal would provide for more efficient use of the radio spectrum. ATA and Motor Carrier Radio Service strongly object to the proposed sharing of motor carrier frequencies with maritime users as being ill conceived, a threat to the public safety and to the economical and efficient operations of the motor carrier industry.

DISCUSSION

The most congested areas in the United States, as pertains to the use of motor carrier radio service frequencies, are the large metropolitan areas along the coasts and the Great Lakes. Because of the layout of the interstate highway system, there are no coastal regions in the United States where motor carrier frequencies are not in heavy use. Most all large coastal cities in the U.S. have heavy harbor activities and facilities requiring containerized cargo handling. Special traffic corridors have been constructed to allow for convenient container movement along the coasts by both motor carriers and railroads. Adding to this congestion is the fact that stevedore operations have already been classified by the FCC as eligible under the motor carrier radio service and are licensed as such along the coasts.

**MOTOR CARRIER RADIO SERVICE FREQUENCIES
IN COASTAL AREAS ARE ALREADY OVERLY CONGESTED**

Of all land transportation radio users, the twenty with the greatest number of licensed mobiles are all land transportation entities under either the railroad or motor carrier radio services. The majority of these land transportation "mega" users of land mobile radio are located in large coastal metropolitan areas with extremely congested land mobile spectrum, e.g. New York, Los Angeles, Chicago, Houston, etc.

There is spectrum assigned by the FCC to other land mobile users that would allow for much easier sharing and considerably less risk of interference, than the spectrum assigned to the land transportation users. Logically, and as the original petitioner for the use of maritime spectrum, the spectrum assigned to the special industrial users would be much less likely to cause harmful interference between land mobile and maritime users. If this suggestion is not acceptable, spectrum assigned to land mobile licensees in non-coastal areas, e.g. the forestry conservation radio service, would make more sense to share, rather than the motor carrier transportation spectrum as proposed by the FCC.

CONCLUSION

The American Trucking Associations and the Motor Carrier Radio Service strongly object to the proposed co-channel sharing of motor carrier frequencies with maritime users. These frequencies, especially in the regions that would be most affected, are already far too congested. If spectrum sharing is necessary, it would be more logical to have the maritime industry share with Radio Services which are not located in the same geographic areas. There are much better options available for sharing of spectrum and with far fewer opportunities for harmful interference. ATA therefore urges the Commission to re-think its proposal as suggested in the above comments.

Respectfully Submitted,


Kenneth E. Siegel

Deputy General Counsel

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